



EL DORADO COUNTY TRANSPORTATION COMMISSION FUNDING POLICY AND GUIDANCE

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EL DORADO COUNTY TRANSPORTATION COMMISSION **FUNDING POLICY AND GUIDANCE**

FUNDING POLICY AND GUIDANCE INTENT

The intent of the funding policy and guidance is to provide implementing agencies who receive funding through the El Dorado County Transportation Commission (EDCTC) a clear understanding of what is required of them to secure and retain funding and deliver transportation projects with that funding. This will ensure EDCTC and implementing agencies do not lose any funds due to unmet federal or state funding deadlines, while providing flexibility in the delivery of transportation projects. The policy and guidance will also help direct the investment of funds that will be performance driven, used efficiently and within a timely manner. Furthermore, the funding policy will aid in planning and budgeting for future projects and programs to ensure, to the greatest extent possible, funding availability aligns with project need and delivery schedules.

GENERAL POLICY

As the Regional Transportation Planning Agency (RTPA) for the western slope, the EDCTC is responsible for overseeing transportation funding programming and administration to ensure funds are spent in accordance with various state and federal requirements. To provide a clear understanding of the state and federal requirements, EDCTC has adopted this guidance as a source for information on each state and federal transportation funding program and how each fund type must be administered and delivered. Furthermore, this guidance provides EDCTC and implementing agencies a clear path for how projects are chosen for funding based on funding source eligibility, project merit, consistency with plans and adopted performance measures, and deliverability within the established deadlines. This General Policy serves as an overarching structure or set of guidelines for all transportation funding programmed to implementing agencies. Additional, more specific policies and guidance will follow. The General Policy is to be applied to all funds programmed through EDCTC:

1. Any funding on a phase, component, or full project which is not needed for the phase or component of said project must return to the EDCTC for programming amendments or be returned to the balance of the fund source from which the original programming was made. EDCTC programs transportation funding to a specific project, not an implementing agency.
 - a. *Example: Phase 1 of an interchange project identified savings during construction. Phase 2 needs additional funding to complete construction. Savings from Phase 1 cannot be moved to Phase 2 without being presented to the EDCTC for re-programming consideration. If EDCTC staff determines the Phase 2 need is consistent with the funding program, the EDCTC can then decide if the savings from Phase 1 should be programmed to Phase 2.*
2. All funding programmed to a phase or component of a project must be expended on that phase or component for which the original programming was made.
 - a. *Example: An implementing agency cannot move funding programmed to support a Class I bike path to instead construct sidewalk in another location along the project limits.*
3. All matching funding programmed to an implementing agency to match a grant application that is not successful must be returned to the EDCTC for future programming.
 - a. *Example: EDCTC programs CMAQ to match an ATP statewide grant application and*

the grant is not awarded, the CMAQ funding programmed as the match returns to the EDCTC CMAQ fund balance for a future programming action.

4. For any project to receive funding through EDCTC it must be consistent with the current EDCTC Regional Transportation Plan and SACOG Metropolitan Transportation Plan/Sustainable Communities Strategies and should not impede the ability of the region to meet air quality conformity standards in the SACOG Transportation Improvement Program.
5. Any changes in scope, schedule and/or budget which have a direct connection to funding programmed through EDCTC will be reviewed by EDCTC staff and formal actions on program amendments will be taken to the EDCTC Board for consideration. Implementing agencies must justify how the revised scope, schedule, and/or budget remains consistent with the funding requirements and selection criteria included in the original programming action.
6. Should an implementing agency submit a delivery challenged project for consideration of programming additional funding, EDCTC will first review the submittal based on the original funding requirements used for project selection during the original programming action before considering further action.
 - a. *Example: Project X needs additional CMAQ funding due to increased cost of asphalt. The additional funding for Project X will be evaluated against the other projects, including a benefit cost analysis, that originally competed for the CMAQ funding during that initial programming action. If Project X still would have ranked among those projects that received funding, the additional funding would likely be recommended by staff for EDCTC consideration.*
7. All decisions regarding the programming, deprogramming, or reprogramming of available or future transportation funds will only be made at the discretion of the EDCTC Board.

POLICY I: PROJECT BUDGET

Project delivery costs often fluctuate for many reasons that are difficult to predict or foresee when projects are developed in advance of construction. Project costs are often higher than anticipated, and even sometimes lower. Furthermore, as projects evolve there may be a change in scope resulting in a different project cost or may not proceed to implementation as planned. When such circumstances are presented and the implementing agency is facing delivery challenges, the implementing agency must inform EDCTC of this change within a timely manner. Based on these circumstances an implementing agency may be able to justify budgetary changes resulting in the need to revisit funding programmed to a given project.

In the event an implementing agency has clearly justified an **increase** in the cost of delivery or a given phase or component of a project, and EDCTC staff has reviewed and agrees with the agency's findings, formal actions on program amendments will be taken to the EDCTC Board for consideration.

In the event an implementing agency has identified **cost savings** on given phase or component of a project, formal actions on those savings will be taken to the EDCTC Board for consideration of re-programming or returning the funds to the appropriate fund balance.

POLICY II: PROJECT SCOPE

As with project cost, the scope of a project often changes through the initial design and construction. As can be expected, changes in scope often directly impact the budget and/or schedule as well. While Policy I: Project Budget outlines the process for changes in budget, when a scope change is identified for a phase or component of a project for which EDCTC has programmed funding, a similar process must be followed. The implementing agency must again inform EDCTC of this change within

a timely manner to justify changes in scope. If EDCTC staff reviews the changes in scope and determines them to be consistent with the original programming action, no formal amendment to the programming is necessary. However, if the changes in scope are determined to be outside the intent of the initial programming action or are not consistent with current plans or the original funding source, the EDCTC Board will revisit funding programmed to that project. Depending on the circumstances, the EDCTC Board could make a formal amendment to the programming action in support of the scope change, or formally amend the programming to remove funds from the project.

POLICY III: PROJECT DELAY AND/OR DELIVERY FAILURES

Agencies with proven and ongoing difficulty in delivering projects due to misuse of funds, missed funding deadlines, project requirements, lack of reporting or other known and avoidable challenges, may, at the discretion of the EDCTC Board, have future programming restricted for additional projects until the troubled project(s) are brought back on schedule, and the agency has demonstrated it can deliver projects within the funding deadlines and meet project requirements. EDCTC staff will actively follow the status of projects and present the Project Monitoring Report to the EDCTC Board biannually each year. EDCTC staff will also work directly with the project managers and other state, federal, and regional partners to first resolve the issues causing the project delay or failure.

POLICY IV: PROJECT INVOICING AND REIMBURSEMENT

As the agency responsible for administering transportation funding statewide, Caltrans requires implementing agencies to submit invoices for reimbursement at least once every 6 months from the time of obligation. Projects that have not received a reimbursement of federal funds in the previous 6 months are considered inactive and are placed on a statewide inactive projects list. Once a project is on this list, it places future reimbursements for the project in jeopardy of being de-obligated by the Federal Highway Administration (FHWA) and redistributed to other regions or agencies that can utilize the funds in a timely manner. There is no guarantee the funds would be returned to the implementing agency to complete the project presenting delivery challenges.

A copy of the final invoice showing the reimbursement of the full amount of funding obligated to the project must be sent to EDCTC prior to project closeout. In the event de-obligated funds are made available, EDCTC will reprogram pursuant to the funding source requirements.

POLICY V: STATE LIQUIDATION DEADLINE

California Government Codes 16304.1 and 16304.3 place additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced, and reimbursed) within four state fiscal years following the fiscal year in which the funds were appropriated. California Transportation Commission (CTC)-administered funds must be expended within two state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC.

POLICY VI: PROJECT PROGRESS AND COMPLETION

Federal regulations require advancement to the next phase of a project within ten years of initial federal authorization of any phase of the project. For example, if the preliminary engineering (PE) phase is authorized, an agency has ten years to start the right-of-way phase from the date the PE phase received federal authorization. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, the FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. Funds that have been obligated but

remain unexpended at the time of project close-out will be de-obligated and returned to EDCTC for future programming.

A CTC allocated project must fully expend those funds within 36 months of the CTC funding allocation. For funding administered by the CTC, such as State Transportation Improvement Program/STIP, and Active Transportation Program, or other Senate Bill 1 transportation funds, any unexpended funds at the time of project close-out are returned to the state rather than the EDCTC.

POLICY VII: MISSED DEADLINES

Implementing agencies that fail to meet any or all the requirements included in these policies risk the complete and long-term loss of those funds to the region. To minimize losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged or are out of compliance with federal-aid requirements and deadlines may have future EDCTC programming restricted until their current projects are brought back into good standing. Projects are selected to receive EDCTC funding based on the implementing agency's demonstrated ability to deliver the projects within deadlines, performance criteria and cost – as outlined in the sponsor's completed EDCTC Project Funding Application, and state and federal requirements. It is the responsibility of the implementing agency to ensure the deadlines and provisions of the funding policy and guidance can be met. It is EDCTC's responsibility to assist all partner agencies in project delivery to make sure these requirements are met and will preserve the opportunity for future funding.

Funding Specific Guidelines

The following guidance is provided to illustrate specific guidelines for the current transportation funding programs administered by EDCTC. The intent is to provide information and reference material to assist in the application, delivery, and administration process for the funding made available through the EDCTC. Specific guidance for federal and state transportation funding programmed by EDCTC is described below.

FEDERAL TRANSPORTATION FUNDING

CONGESTION MITIGATION AIR QUALITY (CMAQ)

The Congestion Mitigation and Air Quality Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent Fixing America's Surface Transportation (FAST) Act. The 2015 FAST Act provides millions of CMAQ funds annually to California. The funds are distributed to Metropolitan Planning Organizations and Regional Transportation Planning Agencies in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code. The Program provides a funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The funding may be used for a transportation project or program that has a proven result of improving air quality and reducing emissions. The program targets bicycle and pedestrian projects, engine retrofits, and congestion reduction and traffic flow improvements.

CMAQ Eligibility Overview

Eligible applicants include local government entities and transit operators within the western slope of El Dorado County.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. https://www.fhwa.dot.gov/environment/air_quality/cmaq/
2. Project sponsors must provide the applicable non-federal match.
3. Project sponsors must provide a cost-effectiveness emissions reduction analysis on the project. https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

CMAQ Eligible Projects and Activities

1. Diesel Engine Retrofits
2. Eligible Zero Emission Vehicles and Infrastructure
3. Congestion Reduction and Traffic Flow Improvements
4. Active Transportation Facilities and Programs
5. Ridesharing Programs
6. Public Education and Outreach Activities Related to CMAQ Projects

Implementation and Oversight Requirements

CMAQ funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. Applicants must follow the Caltrans CMAQ Guidance process: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
3. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region. For CMAQ funded projects, EDCTC will maintain a list of unfunded projects which align with CMAQ funding requirements for future funding. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

Local Match Requirements:

The non- federal match requirement is 11.47%.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM URBAN (STBGP URBAN)

STBGP Urban provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBGP is one of the more flexible funding sources administered by EDCTC. EDCTC's goal for STBGP is to support the implementation of the Regional Transportation Plan (RTP) and supporting surface transportation improvements across the west slope.

STBGP Eligibility Overview

Eligible applicants include local government entities and transit operators delivering projects that are within the current delineation of the contiguous Sacramento Urbanized area.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>
2. Project sponsors must provide the applicable non-federal match.
3. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
4. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

STBGP Eligible Projects and Activities

STBGP supports construction, as defined in 23 U.S.C. 101(a)(4), of the following projects and activity.

1. Highways, bridges, and tunnels.
2. Ferry boats and terminal facilities eligible.
3. Transit capital.
4. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment.
5. Truck parking facilities.
6. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
7. Environmental measures.
8. Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
9. Fringe and corridor parking facilities and carpool projects
10. Recreational trails projects, pedestrian and bicycle projects and the Safe Routes to School Program.
11. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
12. Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
13. Protection for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels.
14. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.
15. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Implementation and Oversight Requirements

STBGP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

The non- federal match requirement is 11.47%.

HIGHWAY INFRASTRUCTURE PROGRAM (HIP)

HIP funding is apportioned to EDCTC by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by the State of California to the Region. Funding must be awarded to projects in the western slope of El Dorado County. Programming capacity is determined based on the apportionment amount per federal fiscal year. The funds will be programmed according to the federal fiscal year of apportionment and must be obligated prior to the end of the federal fiscal year that is three years after the federal fiscal year in which the funds were apportioned.

HIP Eligibility Overview

Eligible applicants include local government entities and transit operators.

1. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

HIP Eligible Projects and Activities

1. Project must be on the Federal-Aid System. No projects can be delivered on roads classified as a local road or rural minor collector unless:
 - o on a Federal-aid highway system on January 1, 1991
 - o for bridges (except new bridge at new location)
 - o approved by the US Secretary of Transportation
2. Construction of highways (a.k.a. Federal-aid system roads), bridges and tunnels.
3. HIP funds may also be used on preliminary engineering, right of way, and environmental phases of work, so long as the work leads directly to a constructed project.

Implementation and Oversight Requirements

Programming and expenditure of funds must be consistent with 23 U.S.C. 133(b)(1) and 134(b)(4). HIP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for

Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

The non- federal match requirement for HIP is 11.47%.

For projects on the Interstate, the reimbursement ratio is 90%, unless the project adds non-high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project will revert to the 88.53% percent level. For certain types of safety projects, the reimbursement ratio is 100%

STATE TRANSPORTATION FUNDING

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP is a biennial five-year plan administered and adopted by the California Transportation Commission (CTC). While considered a statewide funding program, the CTC assumes that all projects meet federal requirements unless state-only (nonfederal) funding has been approved. The STIP serves as a statewide capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. State law requires the CTC to update the STIP biennially, in even- numbered years, with each new STIP adding two new years to prior programming commitments. STIP funding is allocated to the EDCTC through a formula based upon resident population and lane miles.

EDCTC is responsible for working with partner agencies in selecting and prioritizing projects to utilize STIP funding. STIP funds are used to implement the projects identified in the current El Dorado County Regional Transportation Plan (RTP), and SACOG Metropolitan Transportation Plan (MTP).

STIP Eligibility Overview

STIP funding supports state highway improvements, intercity rail projects, and regional highway and transit improvements. Transportation enhancement activities may also be funded through STIP but must have a direct relationship to the surface transportation system by function, proximity, or impact.

STIP Eligible Projects and Activities

The intent of the STIP is to provide revenue for local agencies to deliver capital transportation projects. Routine maintenance, such as spot application projects (pothole repairs - other than removal and replacement of localized failures in areas to be resurfaced, cleaning drainage ditches and culverts, etc.), is not eligible. Each local road rehabilitation project proposed for funding from the STIP is subject to verification at the time of allocation that the project meets the standard for rehabilitation and does not include ineligible maintenance costs.

Implementation and Oversight Requirements

STIP funded projects must comply with all of the requirements included in Chapter 23 of Local Assistance Program Guidelines Manual (<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g23.pdf>) and also follow and be aware of the below requirements:

1. Applicants must work with EDCTC and Caltrans District Local Assistance to prepare an Allocation Request for obligation of the funds to be approved at a California Transportation Commission meeting. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

No match is required for STIP funding.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) EXCHANGE

STBGP was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal STBGP funds for State Highway Account funds. The program was changed from Regional Surface Transportation Program (RSTP) to the Surface Transportation Block Grant Program (STBGP) with the FAST Act approved in December 2015.

Distribution of STBGP Exchange Funding

The El Dorado County Transportation Commission (EDCTC) distributes the STBGP Exchange funds to local agencies as part of its responsibilities as a Regional Transportation Planning Agency. On February 3, 2011, EDCTC adopted a formula distribution policy for the annual apportionment of STBGP Exchange funds. Once EDCTC receives the STBGP Exchange Funding Agreement from Caltrans near the end of the fiscal year, the funding is allocated based on the formula distribution policy. Annual agreements between EDCTC and the STBGP Recipients will be executed before payment of the annual allocation.

Procedures for STBGP Exchange Funding

The following administrative requirements are implemented to ensure: 1) EDCTC's adequate contact management and oversight of the program funds and 2) agencies receiving the STBGP Exchange funds comply with the STBGP Exchange fund requirements, conditions, and specifications.

1. Exchange Agreement EDCTC is required to sign an annual Exchange Agreement with the State which requires EDCTC and project sponsors to comply with the requirements, conditions and specifications included in the agreement. Each year, EDCTC will enter into an agreement with the STBGP Recipients prior to the payment of funds.
2. Project List-Exhibit A The agreement will include a project list, titled "Exhibit A", with the project name and cost estimate for the projects that will be using the current year's STBGP Exchange funds.
3. Status Report STBGP Recipients are required to submit a status report to EDCTC by April 30th of each year. The status report will include the STBGP projects and a status of the funding by project. The following year's payment of STBGP Exchange funds will be withheld if the report is not submitted.

Each year, the payment will be made to each agency once the fully executed agreement, Exhibit A, and a status report for the prior year have been submitted to EDCTC.

STBGP Eligibility Overview

STBGP funding is eligible for a wide variety of transportation projects. In general projects must meet

the criteria in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) and Article XIX of the State Constitution. Projects eligible for funding from the STBGP include:

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on
 - a. Federal-aid highways (i.e., on any highways, including NHS and Interstate Highways that are not functionally classified as local or rural minor collectors).
 - b. Bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.
2. Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under STBGP.
3. Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.
4. Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.
5. Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications.
6. Highway and transit research and development and technology transfer programs.
7. Capital and operating costs for traffic monitoring, management and control facilities and programs.
8. Surface transportation planning programs
9. Transportation enhancement activities.
10. Transportation control measures listed in Section 108 (f)(1)(A) (other than clauses xii & xvi) of the Clean Air Act.
11. Development and establishment of management systems under Section 303 of Title 23, U.S.C.
12. Wetlands mitigation efforts related to STBGP projects.

Implementation and Oversight Requirements

STBGP Exchange funded projects must also follow and be aware of the below requirements:

1. Applicants must use the funds for the project listed in Exhibit A of the Recipient Agreement. Modifications to Exhibit A must be approved by the City Council or Board of Supervisors and the EDCTC Board.
2. Applicants must follow the Caltrans STBGP Guidance process: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g18.pdf>
3. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

No match is required for STBGP Exchange funding.

TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDING

The Transportation Development Act of 1971 (TDA), also known as SB 325, is administered by the California Department of Transportation (Caltrans) through the county's designated Regional Transportation Planning Agency (RTPA). The El Dorado County Transportation Commission (EDCTC) is the RTPA for the West Slope of El Dorado County. The Act provides two major sources for funding public transportation in California. The first, the county Local Transportation Fund (LTF), was established in 1972, while the second, State Transit Assistance (STA) fund was implemented in 1980. The intent of the legislation is to provide a stable source of funding to meet the area's transit needs.

TDA funding is administered under a separate standalone set of guidelines titled Transportation Development Act Guidelines dated April 5, 2018. This guidance is available on the EDCTC website here: <https://www.edctc.org/aboutedctc>.